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CURRENT SUPPORT BRIEF

COMMUNIST CHINA BUILDS LARGE MARINE DIESEL

OFFICE OF RESEARCH AND REPORTS

CENTRAL INTELLIGENCE AGENCY

This report represents the immediate views of the originating intelligence components of the Office of Research and Reports. Comments are solicited.

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COMMUNIST CHINA BUILDS LARGE MARINE DIESEL

Communist China has installed the first domestically built, low RPM, high horsepower (\$800) marine diesel in the new merchant vessel, "East Wind." 1/ The diesel engine for this vessel was most likely completed in Tate 1959. Low RPM marine diesels, which do not require reduction gears, have been slow in development within the Sino-Soviet bloc. This new engine is, therefore, a major accomplishment for both the Chinese marine component industry and for the Sino-Soviet bloc.

The 8800-horsepower diesel was built in the Hutung Shipyard in Shanghai. It is the largest marine diesel known to have been produced within the bloc. It may be of native Chinese design. The Chinese Communist press has indicated that the Fourth Planning Production Office of the Ninth Bureau, First Ministry of Machine Building 2/, was the responsible design authority, and no licensing arrangements between China and Western diesel manufacturers have been noted.

Prior to the acquisition of marine diesel patent rights by other bloc countries from Western manufacturers, marine diesel production within the bloc had been limited to the lower ranges of horsepower and to high RPM engines. In the USSR diesel production has been limited to high RPM engines of about 3000 horsepower. In 1959 the USSR concluded contracts with the Danish firm, Burmeister and Wain, the world's largest producer of large diesel engines for stationary and marine use. 3/ The contracts allowed the USSR to produce any B & W diesel engine under license and in unlimited volume. The Bryansk Machine Building Plant is preparing to produce low RPM ship diesel engines of 3000 to 12,500 horsepower for use in ocean-going vessels. 4/ As a result of the licensing agreement these will undoubtedly be built according to specifications supplied by Burmeister and Wain. Poland and East Germany are both active in diesel production. In 1959 Poland produced a 7800-horsepower diesel under a license obtained from Sulzer in Switzerland in 1956, although it was produced largely from imported parts. At the time, this engine was the largest diesel known to have been produced in the bloc. East Germany was licensed in 1956 or 1957 by a West German firm, Maschinenfabrik Augsburg-Nurnberg (MAN), to build a 4500-horsepower diesel. This engine went into production in 1958. Both Poland and East Germany have built smaller engines of a similar type.

In addition to the 8800-horsepower diesel, China has developed production of smaller diesel engines. Two new diesels were produced in the latter part of 1958. One of these was a 3000 horsepower, low RPM diesel turned out by the Dairen Shipyard, while the other was a 2000 horsepower, low RPM engine built at the Hutung Shipyard. In 1959 an exhaust turbo-supercharger for the 2000-horsepower engine was successfully built, which will probably increase the horsepower rating of this engine to between 2500 and 3000 horsepower. The Dairen Shipyard is reported to be in the process of developing a 5000-horsepower diesel. The Chinese shipbuilding industry is thus achieving a fair range of sizes in this field.

It is impossible to document the full extent of development in the marine component industry in China. The degree to which the Chinese have mastered diesel engine production would suggest that other major components may be in similar stages of development.

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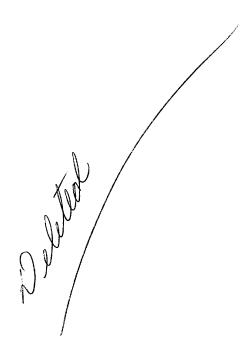
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